

No. 37 Port of Whitehaven Date 12th Aug^r 1835 37
Survey of the Barque James Holmes Master William Morris
Tonnage 304 Owners Wm & Jas Carson Port belonging to Dublin
By whom built John Brughton Where built Deftford Durha When built 1833
Destined Voyage Mederia and Demarara. Sunderland * for the Owner

Surveyed on the Ship.

Dimensions.				Thickness of Plank.			
		Feet.	Inches.			Outside.	Inside.
Length of Keel	91	"		Depth of Hold	18	6	
Rake of Stem	6	"		Lower Hold	12	"	
D° of Stern Post	1	6		Between Decks	6	6	
Extreme Breadth	26	3					
Scantling of Timber.				Decks.			
Timber and Space, each	26	"	"				
Floors in the middle	"	12 1/2	13 1/2	Thickness	3		Water Ways 4
at the ends	"	10 1/2	10 1/2				
1 st Foothooks	"	10 1/2	10				
2 nd Foothooks	"	9 1/2	9				
3 rd Foothooks	"	8 1/2	8				
Frame	"	"	"				
Top Timbers	"	7	7				
Deck Beams middle	"	11 1/2	11 1/2				
at the ends	"	8	8				
Knees to d°	"	"	"				
Keel, N°. Lengths	3	13	13				
Main Kelson	"	13	13				
Scarpes at Kelson		with 6 1/2 Inch on the Top					
				Bolts.			
				Keel Knee and Dead Wood			Butt Bolts 3/4
				abaft	1 1/8		Hold Beam Bolts 1/5
				Scarp of the Keel	3/4		Hooks forward at throat 1
				Kelson Bolts	1 1/8		Hooks forward at arms 1 1/5
				Bolts thro' the Bilge and Foot	7/8		Transoms 1
				Waling	7/8		Lower Pintle of the Rudder

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name _____
Surveyor's Name Thos Hammond

Masts, Yards, &c.			Sails.		
	Sort Wood.	Length, &c.	N°.		N°.
Bowsprit			2	Fore Topmast Stay Sails	1
Foremast			2	Fore Sail	1
Topmast			2	Fore Topsails	2
Fore Yard			1	Main Sails	2
Main Mast			2	Main Top Sails	2
Main Top Mast					
Main Yard					
Mizen Mast					
			And is generally well found in other sails.		
			all in good order and well found		
Cables, Cordage, &c.			Anchors.		
	Fathoms.	Inches.	N°.		
Cables, Hemp	"	"			
2 D° Iron	180	1 3/4 & 1 1/4	3	Bower	
1 Hawser	85	8	1	Stream	
1 Towlines	85	6	2	Kedge	
1 1 st Warp	80	5			
2 nd D°					
Standing and Running Rigging is all found to be sufficient in size, and good in quality.					
			all nearly new in good order and of sufficient size		

We certify that the preceding is a correct description of the Stores of the above-named Vessel.

Owner's Name Wm & Jas Carson
Nautical Surveyor's Name Thos Hammond

WM1033-0037

SURVEYOR'S REMARKS.

Timbering. All English and African Oak, of good quality, well squared and Workmanship good.

The Quality, Squaring, and Workmanship.

Planking. From Keel to the First Footboardheads all Elm, and from thence to Gunwale all English and African Oak.

Outside and Inside Quality, Edging, and Workmanship. Ceiling inside all African Oak of good quality and well wrought.

Fastenings. Copper Fastened to Bends, Treennails goes through and wedged on the ceiling, Butt Bolts from Bidge to Bends goes through and clinched, Twenty Two Iron Hanging Knees on Lower Deck Binding with Twenty Two Horizontal Iron Staple Knees between the Beams, an African Oak Stringer on the top of the Lower Deck Beams. - Upper Deck Binding Thirty Iron Hanging Knees with an English Oak Wood Knee at the end of each Beam, Four Iron Wing Knees on the Transom and along the side. - Copper Sheathed over Felt and Tared paper. -

If Sheathed, Doubled, or Felted.

Repairs. In 1835 had a new American Oak Keel, new African Stern post, lower part of the Stern new English Oak with new Planking Knees, Four new English Oak Floorings, * Sixteen new English Oak First Footboards, * Six new English Oak Second Footboards, had all the plank shifted as high as the First Footboard Heads outside, and as high as the Second Footboard Heads inside, was all retreenailed with English Oak Treennails from Keel to Gunwale, new Gallow Pine Decks, Bindings examined and refitted, a new African Oak Counter, with Mast, Yards and Booms replaced where required, completely caulked throughout, and newly Copper Sheathed to the Bends over Felt and Tared paper.

* Six Eighteen New English First Footboards
* " Seven " " Second " "

General Observations and Opinion as required by the Instructions. The James Holmes has opened remarkable well, requiring nothing to be done, except as stated above, been the repairs of her recent accident and is now in a most complete and efficient state of Repair, and capable of carrying a dry and perishable Cargo, and in my opinion comes within the description of "12 A".

Extract from *Buntow & Dentons* After dated Sunderland 14/9/35

"The James Holmes was regularly cross Chocked with a Butt at each end of the Chock when she was Built: frame all of large scantling English Oak very well squared & very clean of Sap. all regularly worked & shifted. every alternate set of timbers framed. The outside plank to the best of my recollection was all worked 3 strokes through; there may be 2 or 3 Butts that have 2 strokes through but none of the scarps are under 5 feet long in any part of the Vessel. She was very well worked throughout and all materials of the very best quality. She is well worth

"11. A".

The Amount of the Fee, £ 2 : 2 : 0 is received by me. *Thos. Hammond.*
Committee Min: 25 August 1835

Character assigned A 1 for 10 Years

For Entering and Clipping after Repairs.

reconsidered
Genl Commr
17 Sept. 1835
raised to A 1 11/11/35
JMD